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FACTS FOR KLONDIKERS

EXPERIENCE OF SOME OF THE
MOST NOTED MINERS

JOE LARUE, JAS. MURPHY (Johnny the River),
CLARENCE BERRY and ALEX ONE

AUTHENTIC ACCOUNTS OF DIFFERENT
TRANS, BOAT-BUILDING, ETC.

SEATTLE AS AN OUTFITTING POINT

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INTRODUCTION.

In placing this little volume before the public it is the sole object of the publishers to faithfully portray the exact condition of the routes of travel, trails and the expenses of a trip to the Klondyke region by the different modes of traveling, and of placing SEATTLE in the foreground as the leading outfitting point of the Pacific Coast.

In order to do this we have secured the services of people who have actually been over the trails and are, therefore, competent to write intelligently upon the various subjects. The sole object of this book will be to tell nothing but facts.

FACTS FOR KLONDIKERS

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J. H. McSHAW
Vice-Pres.

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DYEA AND SKAGUAY.

(Via Seattle.)

The route over which the greatest number of people have taken passage this past fall is by way of Dyea and Skaguay, starting from different points on the Pacific Coast. SEATTLE has been the starting point for more than fifty per cent of the Alaska travel.

Steamers have been leaving SEATTLE at intervals of from two to five days, but from preparations now being made, steamers will leave SEATTLE daily during the coming season.

The time consumed in passage from SEATTLE to Dyea or Skaguay is from four to seven days, according to speed of the vessel. Upon arriving at Skaguay or Dyea, freight is transferred to lighters and floated up on the beach at high tide; when the tide recedes, which it does for over a mile, it leaves the lighters high and dry, giving an opportunity for the goods to be carried to high ground on wagons.

The fare on all boats during the past season has been uniform, viz: First-class, \$40; second-class, \$25. What the rates will be next season it is hard to say, but it is not likely they will be materially changed.

During the coming season the facilities for unloading at Skaguay and Dyea will be greatly increased, as wharves have been built at Skaguay during the past fall, and one is planned to be built at Dyea this winter. With wharfage facilities at these places it will obviate the necessity of hauling goods from one to two miles up the beach at low tide.

The distance from SEATTLE to Dyea or Skaguay is about one thousand miles, through an inland salt-water passage, unequalled for scenery in any part of the world.

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(Via Seattle.)

The St. Michael route to the Yukon and Klondyke country is the "all-water route" to that land of gold. During the past season passage by this route has been limited, but during the coming spring and summer the transportation facilities of this route will be greatly increased, and a large number of new boats will be placed upon the Yukon route. All the old companies are increasing their facilities, and many new companies are being organized to handle the trade.

This route is only open for a period of about three or four months during the summer season, and during the latter part of the season navigation is somewhat retarded on account of the low water in the river.

The principal lines of steamers on this route will make SEATTLE their starting point, covering the distance to St. Michael (2,500 miles) in from eight to sixteen days, according to speed of the vessel. The rate of fare by regular transportation companies during the past summer from SEATTLE to Dawson has been: First-class, \$150; second-class, \$125. Some outside expeditions, organized after the season closed, charged \$300, but it is not likely that the rates for next season will be over \$150 and \$125.

The river boats from St. Michael to Dawson make the trip, a distance of 1,800 miles, in from eight to twelve days.

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FACTS FOR KLONDYKERS

OUTFITTING.

Proper outfitting is the most important factor that the prospective miner has to deal with, and in this respect SEATTLE stands unrivaled. It is essential that he should be well posted in order to prepare himself for the rigorous weather he will have to encounter in the country for which he has started. No more severe winters are encountered anywhere than in the Klondyke region. He should not stint himself, but outfit himself with the warmest and best clothing that money can buy. The first essential is good blankets; not lighter than twelve-pound should be bought, and at least three pairs. A valuable addition to an outfit is a sleeping bag, made of canvas and lined with blankets. Next, a rubber blanket, plenty of good, warm underwear, socks, arctics, a fur cap, two pairs of hip rubber boots, several pairs of heavy shoes, well spiked. We advise the buying of extra shoes before starting, as they will be needed before many miles are traversed on the trails, and then they will be hard to procure, except at exorbitant prices.

The necessary food outfit will have to be regulated by the party himself, according to the amount of time he intends taking provisions for. The assortment should consist of plenty of flour, beans, bacon, evaporated vegetables of all kinds, baking powder, rolled oats, dried fruit, extract of beef and an assortment of spices. The following assortment is considered ample to supply one person for a year:

Pounds.		Pounds.	
Flour	360	Tea	12
Bacon	120	Coffee	24
Ham	72	Cornmeal	60
Beans	72	Rice	25
Evap'd Vegetables	60	Salt	10
Canned Beef	42	Lime Juice, bts.	12
Butter	48	Roll'd Oats	24

Thos. J. Groves, Klondyke
Feltz Tent & Awning Co., SEATTLE

TENTS

FURS

Inasmuch as Seattle is a great port of entry from Alaska, as well as from all over the world, Furs are bought from first hand and consequently cheaper than elsewhere. The Seattle Furrier, M. Windmiller, 520 Second Ave., makes it a study to supply travelers to the Klondike with the most useful and durable outfits for their stay in the North, and invites the traveling public to call on him as he will give them, cheerfully and unselfishly, a few hints about the usefulness and durability of certain furs.

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Pepper, mustard and soap.

It is impossible to estimate the cost of an outfit, but we would advise the buying of only the very best articles to be had, as the climate of Alaska is very hard on all kinds of poor provisions.

The following is a list of clothing necessary, from the standpoint of experienced miners in that country:

One wall tent; 3 pairs of blankets, 1 Mackinaw coat, 2 pairs of Mackinaw pants, 1 Mackinaw shirt, 1 pair Mackinaw drawers, 2 pairs heavy overalls, 1 extra heavy pants (lined), 1 extra heavy overcoat (lined), 3 suits extra heavy all wool underwear, 3 suits light all wool underwear, 2 pair extra heavy German socks, 4 heavy all-wool overshirts, 2 pair snag-proof hip rubber boots, 2 heavy walking shoes (spiked), 1 medicine chest, towels, thread, needles, handkerchiefs, mittens, gloves, rubber blanket, mosquito netting, rifle, revolver, hunting knife, sleeping bag, arctics and canvas bags necessary to hold the outfit.

The above outfit can be purchased at prices to suit the pocket of the prospective miner.

The following tools and cooking utensils are necessary to complete the outfit:

One axe, 1 hatchet, 1 hand saw, 1 whip saw, 1 steel camp stove (very best), 2 frying pans, 100 feet Manila rope (½-inch), 3 pounds of oakum, 3 pounds of pitch, 1 butcher knife, 1 coffee pot, 3 teaspoons, 2 tablespoons, 1 set tableware (aluminum or graniteware), 1 miner's pick, 1 small carpenter outfit, 1 pair snow glasses, 2 cups, 30 pounds nails, 1 long handled shovel and 1 compass.

In purchasing the above articles for outfitting we would advise the buying of only the very best of everything, as it will pay better in the end and all these articles can be secured in SEATTLE at prices to defy the world.

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THE DYEA TRAIL

(Chilcoot Pass.)

The Dyea trail or Chilcoot Pass, which has been used for the past sixteen years by the Indians and all of the original Yukoners who have crossed the mountains, is the trail over which the greatest number of people have traveled the past season. This trail, for a mile from Dyea to the ferry, is a good wagon road, and, after crossing the ferry, for a distance of four miles to Finnegan's Point, is a fairly good wagon road, making practically a wagon road for five miles from Dyea. The road from the ferry to Finnegan's Point cannot be used during high water in the spring, on account of the number of times the river has to be forded. At this period the goods are taken up the river to Finnegan's Point in boats or canoes. At Finnegan's Point commences the actual use of pack animals, the trail follows the river canyon for four miles to the foot of the canyon and at this point begins the ascent of the mountains. For a distance of seven miles to Sheep Camp the climb continues. This part of the trail is good until the fall rains commence, when it becomes very muddy, and if the rain continues for any period of time, it becomes almost impassable. Animals are generally discarded at Sheep Camp, although some parties have used them to the Scales, about four miles above Sheep Camp, during the past season, but all regular packers pack only to Sheep Camp, as the road beyond is very hard on the horses. It is said that this part of the road will be fixed next season for the proper use of horses.

In the early spring, while the snow is on the ground, large sleds are used to transport goods to the head of the canyon.

It is absolutely impossible to use animals for packing above the Scales. All packing from this point to Crater Lake, on the Summit, a dis-

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tance of a mile and a quarter, must be done on the back.

From Crater Lake to Lake Linderman, a distance of nine and one-half miles, is made by crossing Crater Lake, Long Lake and Deep Lake, portaging between them, or by trail around the lakes. The quickest and most used way is to boat across the lakes and portage between. Boats are found on each lake, the cost of moving goods ranging from 1 1-2 cents per pound on Crater Lake to 2 1-2 cents per pound on Deep Lake.

The main points or landmarks on the trail, with distances and elevations taken from an aneroid barometer, are as follows:

	Miles	Elevation Feet
Dyea to Finnegan's Point.....	5	35
Finnegan's Point to Head Navig'n..	3	40
Head Navig'n to Foot of Canyon..	3	175
Foot of Canyon to Pleasant Camp..	3	800
Pleasant Camp to Sheep Camp....	4	800
Sheep Camp to Scales.....	3	2450
Scales to Summit.....	1	3350
Summit to Crater Lake.....	1/2	3010
Crater Lake to Head of Long Lake..	3	2300
Head Long Lake to H'd Deep Lake..	3 1/2	2000
Head Deep Lake to Lake Lind'm's..	3 1/2	1850

The trail is worse from Sheep Camp to the Summit, being full of slippery, jagged rocks. A company has been organized to build a cable tramway over this section by next spring, greatly facilitating the matter of moving freight. Part of the cable was at Sheep Camp September 15th, consequently it can be looked upon as an assured fact. It is expected to be able to move freight by February 1, 1898.

During the past season the cost of moving goods over this trail, by the packers, has varied, and been much higher than any previous year, on account of the tremendous rush. Up to the present season the Indians packed from Dyea to Lake Linderman for 16 cents per

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pound, but at the end of the past season the price had risen to 38 cents per pound, and by having goods packed from one point to another and paying local rates, the price would average about 45 cents per pound. It is not likely, though, that such rates will ever again prevail, as it is rumored that the company building the tramway is willing to contract at the present time to transfer goods to Lake Linderman from Dyea at the rate of 15 cents per pound.

The tramway company announces that its rates will be such as to allow a man to move his outfit at much less cost than heretofore.

In conclusion we wish to advise people that during the past season the Dyea trail has been the only passable trail, and, considering that for sixteen years it has been used exclusively by the Indians, we are of the opinion that it will continue to be so for the next season at least, unless extensive improvements are made on the other trails.

THE SKAGUAY TRAIL. (White's Pass.)

The Skaguay trail, or White's Pass, is a new trail, used this past season for the first time, and has proven to be an utter failure as a trail, and a very costly experiment for the people who have tried it.

It was boomed in the early part of the excitement as a first-class trail, and being considerably lower than Chilcoot Pass, was the terminus of a great exodus of people, bound for the Yukon.

It is utterly unreliable in every sense as a trail, and we would advise no one to try it, as the mud and rocks are unsurmountable to man or beast. Horses are absolutely unable to pass over it without meeting death, leaving the traveler stranded in some inhospitable place. Over seven hundred horses are lying dead at one

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Seattle, Wash.

PAGE FOR FLOODING

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point on the trail. Of the thousands of people who have tried to pass over this trail not over two hundred have succeeded, being not over five per cent of those who started.

The trail, for four miles from Skaguay to the foot of the hill, is a fairly good wagon road, but at this point the climb commences, and from there on the trail is practically no trail at all.

The main points or landmarks on the trail with distances are as follows:

Skaguay to foot of hill.....	4 miles
Foot of hill to Porcupine Hill	3 miles
Porcupine Hill to top of ridge	5 miles
Top of ridge to Last Bridge	2 miles
Last Bridge to Ford	4 miles
Ford to Summit	2 1/2 miles
Summit to First Meadows	5 miles
First Meadows to Second Meadows ..	4 miles
Second Meadows to Lake Bennett ..	20 miles

Our advice to people is not to take this trail, unless some positive assurances have been given in the spring that the trail has been put in proper shape for travel. Many people have spent thousands of dollars on this trail without going ten miles.

THE FORT WRANGEL TRAIL.

It is expected by many that the trail reached by way of Fort Wrangel will become a favorite route next spring. This route is three hundred miles longer than by Dyea or Skaguay.

It is reported to be a good trail, although no reports have been received from there during the past season. It is reached by steamer from SEATTLE to Wrangel, a distance of 750 miles, thence by small steamer up the Stickeen River to Telegraph Creek, a distance of 150 miles, thence overland to Lake Teslin, a distance of 550 miles.

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Quite a number of people have taken this route the latter part of the past season, and it is more than likely that it will be well patronized next season. It is rumored that the Canadian Government had a number of men working on the trail the past fall.

THE DALTON TRAIL

The Dalton trail is the oldest trail leading into the Yukon country from any point in Alaska. It is reached by steamer from SEATTLE to Haine's Mission, which is located on Lynn Canal, about fifteen miles below Dyea.

This trail has been used for the past two seasons for the transportation of cattle and sheep into the Yukon country. It crosses the summit of the Chilcat Pass, about twenty miles from Haine's Mission, and is presumably a practicable route.

Several parties came out over this trail the latter part of the season and report it to be a very good trail to travel over. It is considerably longer than either the Dyea or Skagway trails.

BOAT BUILDING

At Lake Linderman and Lake Bennett

One of the main features and difficulties the prospective miner meets with after crossing the various passes and landing at the lakes is the question of a boat. The two main points for boat building are Lake Linderman on the Dyea trail and Lake Bennett on the Skagway trail.

All the timber suitable for boat building within six miles of Lake Linderman has been used, consequently parties have to transport their timber some distance from the source of supply, after cutting. Logs can be rafted down the river to the border of the lake to be whipsawed.

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FACTS FOR KLONDIKERS

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PAGES FOR KLONDIKERS

A boat suitable for the Yukon River should be eighteen feet in length, made of not less than one-inch boards, well nailed and calked with pitch. A boat this size will carry two men and their outfit of about 3,000 pounds.

The experiment of taking knock-down boats from the place of embarkation has proven to be a partial failure. If the lumber is sawed in lengths not over five feet in length, it can be packed successfully, but where long boards are used it is absolutely impossible to pass them over the trails by man or beast. Boats have been selling at the lakes the past season for from \$300 to \$600, according to the capacity. At Lake Bennett there is a small saw mill and one has been taken over to Lake Linderman this past fall to be put in operation during the coming season. It is also more than likely more than one will be in operation at each place next year, thereby making the question of boats a much easier one. We would advise everyone however, to carry a whip saw, boat-building outfit and supply of pitch and oakum.

Several parties during the past season have taken in canoes and canvas boats, but as yet no reports have been received as to whether they were successful or not in going down the river.

HISTORY OF THE KLONDIKE

By Noted Miners

JOSEPH LADUE

Founder of Dawson City

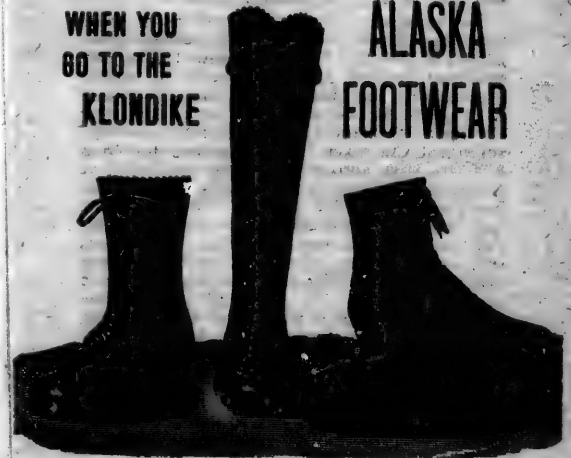
Joseph Ladue went into Alaska about fifteen years ago and began trading, prospecting, milling, building, etc., and about two years ago he made a strike and founded the now famous

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FACTS FOR KLONDYKERS

Dawson City, Klondyke, at the junction of the Yukon and Klondyke Rivers.

Mr. Ladue says: "The country is richer than anyone has told and the finds as far as made are only the beginning, as the country has only been prospected in spots. The gold has been found in the small creeks that flow into the Klondyke. Bonanza Creek, thirty miles long, is very rich; El Dorado Creek is the most productive stream yet found. It is all staked out in claims and runs in places \$250 to the pan, and I estimate that the yield will be \$20,000,000. Seven miles above Bonanza is Bear Creek, which is also good; Hunker Creek, fifteen miles up, and a small stream called Gold Bottom. All these streams flow from the south, and they come from hills that must have lots of gold in them, for other creeks that run out of them, into Indian River, show yellow, too. Indian River is about thirty miles south, or up the Yukon, from Dawson. Stewart River and Sixty-Mile Creek, with their tributaries, all south, and Forty-Mile Creek, with its branches, off to the northwest—all have gold, and though they have been prospected some they have not been claimed like the Klondyke. Claims have to be staked out, of course, according to Canadian laws, which I think are clear and fair. The only fault I find with them is that they recognize no agreements that are not in writing, and they do not give a man who "stakes" a prospector any share in a claim. Another point that is hard to get over is that you have to swear that no man before you took gold off that claim, which you can't do, not knowing whether there was anybody ahead of you or not. The rest of the requirements are sensible.

"Working a claim can go at all seasons of the year and part of the process is best in winter, but prospecting is good only in the summer, when the water is flowing and the ground loose. If you strike it you can stake off a claim, clear a patch of trees, underbrush and stones

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FACTS FOR KLONDYKERS

and work the surface till winter sets in. As soon as the water freezes so that it won't flow in on a man we begin to dig to bedrock, sometimes forty feet down. The ground is frozen, too, in winter, of course, but by 'burning' it, as we say, we can soften it enough to let pick and shovel in. All the dirt is piled on one side, and when spring opens again, releasing the water, we put up our sluices and wash it all summer or until we have enough.

"Life on the Klondyke is pretty quiet. Most of the men there are hard workers; but the climate, with the long winter nights, forces us to be idle a great deal, and miners are miners, of course. And there is very little government. The point is, however, that such government as there is is good. Most of the time when the men cannot work is spent in gambling. The saloons are kept up in style, with mirrors, decorations, and fine, polished hardwood bars. No cheating is allowed and none is tried. The saloon-keepers won't have it in their places. Nobody goes armed, for it is no use.

"We need a great many things beside gold. Carpenters, blacksmiths, all trades—and men who can work at them can make much more than the average miner. They can't make what a lucky miner can, but if they are enterprising they can make a good stake. Wages are fifteen dollars a day, and a man who works for himself can earn much more than that.

"The future of the Northwest country is not so long as that of a country that can look forward to other industries than mining and the business that depends on mining, but it is longer than the lifetime of any of us. The surface has been picked in a few places, but I do not know that the best has been found, and I am quite sure no one has any idea of the tremendous extent of the placer diggings, to say nothing of the quartz that is sure to follow. Then all the other metals, silver, copper and iron,

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SEATTLE, WASH.

have been turned up, while coal is plentiful. I believe thoroughly in the country."

CLARENCE BERRY.

Probably the most noted man who has returned from the famous Klondike country is Clarence Berry, of Fresno, California. Mr. Berry went into the Yukon about two years ago accompanied by his wife and returned last July with the sum of \$130,000, the result of one season's work in that region.

Mr. Berry and his wife crossed over the Dyea trail in January, waiting at Lake Linderman until the river broke up; when they went down the river in their boat. Mr. Berry says:

"Here is what ought to constitute an outfit: A camp stove, frying pan, kettle, coffee pot, knives and forks, a good tent, axe, hatchet, whipsaw, handsaw, two-inch auger, pick and shovel, ten pounds of nails, pitch and oakum. For wear heavy woolen clothes and the stoutest shoes you can get, with arctic socks. Then there is a 'sleigh,' as we call it, really a sled, six or eight feet long and sixteen inches in the run.

"A year's supply of grub, which can be bought as cheaply in Seattle as anywhere, to consist of flour, bacon, sugar, beans, oatmeal, dried fruits, salt and about ten dollars' worth of small groceries and spices, and a small medicine chest. The total cost of this outfit is \$270, but no man should start with less than \$500, and twice that is ten times as good.

"The easiest way to get there is by boat, which will take you around by St. Michaels, at the mouth of the Yukon, and transfer there to the river boats, which carry you seventeen hundred miles up the river to Dawson. But that isn't independent. If a man wants to go down with his own provisions, free of connections with the transportation companies, which will sell, but will not let anybody take along his

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FACTS FOR EXPLORERS

own supplies, the Dyea or Chilcoot Pass route is the best. You start from Seattle by steamer to Dyea, where you hire Indians to help you pack to the summit of the pass. From Dyea you walk twelve miles through snow to Sheep Camp, which is the last timber. From there it is a climb of six miles to the summit. Leaving the Indians there, you go down, coasting part way, fourteen miles to Lake Linderman. That is five miles long, with a bad piece of rapids at the lower end. But if it is early in the season, you sled it on the lake and take the mile of rapids in a portage to Lake Bennett, which is a twenty mile tramp. It is four miles' walk to Caribou Crossing, then a short ride or tramp to Takoon Lake, where if the ice is breaking up, you can go by boat or raft, or if it is still hard you must sled it twenty-one miles, to the Tagish River and Lake, four miles long. Take the left bank of the river again, and you walk four miles to Marsh Lake, where you may have to build a raft or boat to cover its twenty-four miles of length. If not, then you must at the bottom, for there begins the Lynx River, which is usually the head of navigation, for unless the season is very late or the start very early, the rest of the way is almost all by water.

"Thirty miles down the Lynx River you come suddenly upon Miles Canyon, which is considered the worst place on the trip. I don't think it is dangerous, but no man ought to shoot the rapids there without taking a look at them from the shore.

"The miners have put up a sign on a rock to the left just before you get to it, so you have warning and can go ashore and walk along the edge of the ice. It is sixty feet wide and seven-eighths of a mile long, and the water humps up in the middle, it goes so fast. Below the canyon there are three miles of bad river to White Horse Rapids, which are rocky and swift. After the rapids it is thirty miles down to Lake La

COTTON DUCK all Widths and Weights
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PAGE FOR KLONDYKE

21

Barge, the last of the lakes, which is thirty-one miles to row, sail or tramp, according to the condition of the water. From there a short portage brings you to the head of Lewis River, really the Yukon, but we do not call it that till, after drifting, poling or rowing two hundred miles, the Pelly River flows in and makes one big stream. I must warn men who are going in to watch out for Five-Finger Rapids, about 141 miles down the Lewis River, where you must take the right hand channel. That practically ends the journey, for, though it is 190 miles from the junction of the Pelly and Lewis, it is simply a matter of drifting."

ALEXANDER ORR.

Alexander Orr, one of the successful miners who came out of the Klondyke last summer with a snug fortune, has spent the past few seasons prospecting in Alaska, and when the rush for the Klondyke region commenced he was among the first to stake out a claim in that country. He says:

"That the country is rich is beyond dispute, and is probably the richest piece of ground in the world today. El Dorado, Bonanza and Bear Creeks, tributaries of the Klondyke River, are rich beyond measure. All the claims on these creeks are taken up, but there are other creeks in Alaska which are undoubtedly as rich as any yet discovered. The Stewart River country from indications will prove a rich country when properly prospected, as it undoubtedly will be in the next year or two.

"The trip over the Dyea trail or Chilkoot Pass is better in the spring than at any other time of the year. Starting in February or March the trip can be made with perfect safety and in from twenty-five to forty days. The hardest part of the journey is from Dyea over the summit to Lake Linderman, a distance of

COTTON DUCK all Weights and Widths
on hand. Felix Post & Auning Co., SEATTLE

about twenty-five miles. On the river are several bad places, such as White Horse Rapids, the Canyon and Five-Finger Rapids. Prospecting and washing can only be carried on in the summer time; the mining is carried on during the winter. The ground is thawed out by burning and the loose ground thrown up during the winter. When the water commences to flow in the spring washing commences and is continued until all the ground thrown out is washed.

"The laws of the Klondyke country are in my opinion very just, clear and fair to all. When you have found the gold, to which you swear, then you mark off your claim along the bed of the creek and stick up four stakes with your name on them, one at each corner of your land. Across the ends you blaze the trees. This done, you go to the register of claims, pay fifteen dollars, and, after a while, the surveyor will come along and make it exact.

"Claims are limited practically only by the width of the ground between the two 'benches' or sides of the hills that close the stream. The middle line of a series of claims follows the 'pay streak,' which is usually the old bed of the creek, and it runs across the present course of the water several times, sometimes, in a short distance."

JAMES M'MANN.

James McMann, known as "Jimmy the Div-
er," went into the Yukon about three years ago
and came out the past summer with \$65,000.
He says:

"The riches of the country will only be
known when the country is thoroughly ex-
plored. It is saturated with the precious metal
and almost any creek in the Yukon basin will
pay a man from \$10 to \$20 per day. Of course
every man who goes into that country cannot

COTTON DUKE all Widths and Weights on hand.
Feltz Tent & Awning Co., SEATTLE

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FACTS FOR KLONDINKERS

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expect to strike it rich, but every man has a
 good chance of making a stake in a few years.
 Every man going into the country should be
 prepared with a year's supply of provisions
 and plenty of warm clothing; it is not neces-
 sary to take furs; good, heavy woolen clothing
 will do just as well.

"Guns are not necessary in that country as
 there is no game in the Yukon country at all.

"A great deal of government is carried on in
 that country by miners' meeting. When Bo-
 nanza Creek was opened up some of the claims
 got mixed up in the rush, and the measure-
 ments were all wrong. Notices were posted on
 the store doors and houses, calling a miners'
 meeting to settle the boundaries of claims.
 Sometimes in winter, when there is plenty of
 time, a dispute that is left to the miners' meet-
 ing grows into a regular trial, with lawyers
 (there are several among the miners) engaged
 for a fee, a committee in place of a judge, and
 a regular jury. Witnesses are examined, the
 lawyers make speeches and the trial lasts for
 some time.

"The only society or organization for any
 purpose besides business in there is the Yukon
 Pioneers. It is something like the California
 Pioneers of '49. They have a gold badge in the
 shape of a triangle with Y. P. on it and the
 date '89. To be a member you must have come
 into the country before 1889. The society does
 much good. When a man gets sick and caves
 in it raises money to send him out. Now and
 then it gives a ball, and there are plans on foot
 to have more pleasure of that sort this winter.

"The best time to go into the country is in
 the spring when the ground is frozen and you
 can use sleds for packing your goods.

"Every man going into the country stands
 as good a show as his companion, but it means
 hard work, privations, sacrifices and constant
 toil."

Our PRICES are what SELL, our
 Feltz Tent & Awning Co., SEATTLE

TENTS

FACTS FOR KLONDIKERS

MINERS KNOW

That next in importance to the quality of food is the manner of packing.

We are the pioneer outfitters and pack goods ready for the trail.

We carry the largest stock in the state, which includes very many things peculiar to prospectors' outfits.

Should you contemplate going to Alaska, write us for information.

We cure our own Bacon, "1888" Brand, the best known in that country; and if it costs a little more, it is because it is selected meat, properly cured for extreme climate. Take no other.

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Packing House:

Cor. B. H. Ave. and Pine St.

SEATTLE

THE NATURAL OUTFITTING POINT FOR
KLONDYKE.

It is only natural that Seattle, as the metropolis of the Puget Sound country and the terminus of three transcontinental railroads, should be the leading outfitting point for Klondyke on the Pacific Coast.

The merchants of Seattle are preparing to meet the great demand that will arise next spring, by placing upon their shelves a stock of goods the most complete in the country and will be in a position to outfit and sell to prospective Klondykers at prices to defy competition anywhere on the continent.

Seattle is the great natural outlet to the gold fields of Alaska, no matter by which route the prospector may come.

Among the leading firms we find the Schwabacher Hardware Company making preparations to supply mining outfits and general hardware to the Klondyke trade during the coming spring.

Another firm making extensive preparations is Louch, Augustine & Co., wholesale provision outfitters, who make a specialty of packing goods for the Alaskan trade.

The Mascott sleds, manufactured by H. C. Schwarz, are receiving particular attention and from the many testimonials it is undoubtedly the best in the market.

The Seattle Hardware Company is carrying a large assortment of goods suitable for the Yukon trade in the mining and hardware line.

Among the leading clothing outfitters of Seattle is J. Redelsheimer & Co., who carry a complete assortment of the best wool clothing, suitable for the Alaska weather.

The Stetson-Post Mill Co. is among the leading lumber mills of the Northwest and is pre-

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Outfitters

t. Seattle, Wash.

pared to furnish lumber for Klondyke purposes at short notice.

The leading furrier of Seattle is M. Windmiller, who has just opened an extensive establishment. Mr. Windmiller has been for years located on the Coast and will have a full line of Klondyke goods.

Among the prominent banks to be mentioned is the First National Bank, which does a general banking business; also buys gold dust and issues exchange on Alaska points.

The Puget Sound National Bank is among the strong financial institutions of the Puget Sound country and is prepared to issue exchange on all parts of the world and buys gold dust at current rates.

The Hill Syrup Company manufactures a fine grade of maple syrup, an article especially useful in the cold climate of Alaska.

The Rainier Laundry is a first-class laundry and is specially recommended for the whiteness of its work.

The London Loan Office is prepared to loan money on all articles in sums to suit the borrower.

Among the leading railroads terminating at Seattle is the Northern Pacific Railway Company, which runs tourist palace sleeping cars from St. Paul; also dining cars attached to each train.

The leading daily of Seattle and the Northwest is The Seattle Daily Times. It is up to date, breezy and always looking to the interests of Seattle and her merchants.

A good tent is a very essential article in the trip to the Yukon. The Felitz Tent and Awning Co. manufacture a superior article and have outfitted more people than all others.

In selecting blankets it is necessary to get the best possible for this purpose. We find the Seattle Woolen Manufacturing Co. placing upon the market a superior article.

Our PRICES are what SELL our
Felitz Tent & Awning Co., SEATTLE

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Klondyke pur-
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TENTS

In outfitting, get only the best; Kline & Rosen-
berg are in a position to completely outfit you in
the line of clothing.

The San Francisco Shoe Co. are preparing to
carry a complete assortment of Klondike boots
and shoes. No more important item is to be
considered than the question of good boots and
shoes.

M. Levy & Co., the leading tobacco and cigar
house of Seattle, carry an immense stock of all
the leading brands of tobacco for use in the
Yukon.

The Creamery Restaurant is the leading place
of its character in Seattle. The prices are
popular and everything served is the very best
in the market.

The drugs to be taken to the Klondike should
be of the best quality. We call attention to the
fact that Closson & Kelly carry only the best
quality of drugs.

The Queen City Trunk Co. carry a complete
assortment of all kinds of trunks and traveling
bags suitable for Klondikers.

Among the great transportation companies
making arrangements to transport people the
coming spring is the Pacific Coast Steamship
Company. This company has a fleet of magnif-
icent ocean steamers plying between Seattle and
all Alaska ports. Next season the fleet will be
greatly enlarged by the addition of several first
class ocean carriers.

A very important factor in building boats is a
good whip saw. The Western Machinery Co.
will carry a full assortment of the very best
quality.

The only proper Klondike
Feltz Tent & Awning Co., SEATTLE

TENTS

TABLE OF DISTANCES FROM DYEA TO DAWSON.

	Miles.
Dyea to Summit	19
Summit to Lake Linderman	8
Linderman to Bennett	1
Head of Bennett to Caribou Crossing	30
Length of Tagish Lake	17
Foot of Tagish Lake	6
Length of Marsh Lake	20
Foot of Lake to Canyon	26
Canyon Head to Rapids	2½
Rapids to Takhena River	13
Takhena River to La Barge	9
Lake La Barge to foot of La Barge	44
Foot of La Barge to Hootalinqua River	32
Hootalinqua River to Big Salmon	33
Big Salmon to Little Salmon	36
Little Salmon to Five-Fingers	60
Five-Fingers to Rink Rapids	6
Rink Rapids to Pelly River	53
Pelly River to White River	96
White River to Stewart River	10
Stewart River to Sixty-Mile Post	20
Sixty-Mile Post to Indian Creek	13
Indian Creek to Klondyke	42
Klondyke to Fort Reliance	6
Fort Reliance to Forty-Mile Post	34
Forty-Mile to Circle City	280

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LARGEST
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Clothiers
and Furnishers

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FROM DYEA TO

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And those who are going to the
Klondike should not fail to get
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orders. We will sell you ONLY SUCH GOODS
AS YOU WANT.



